

ACC AC 47/TN 4 10000/148/1805 MONTHLY REP
JAN. - SEPT. 19

5 MONTHLY REPORT AND REPORT OF S/C
JAN. - SEPT. 1944

LEVI

Monthly Report

July 4-10

1. RAILWAYS.

The month of June has seen considerable alterations to the rail situation in Italy. Priority of reconstruction was changed, in order that Line 90, the Naples-Rome route via Frosinone, could be brought into use at the earliest possible moment. The whole of No 1 Railway Construction and Maintenance Group, ~~which~~ ^{and} was supplemented by the ~~whole of~~ ^{entire} 1212 Railway Construction ~~and~~ Maintenance group transferred from the Heel Area specially to deal with the reconstruction beyond Ferentino to Rome. All American railway construction strength was concentrated on line 89, the coastal route Naples-Rome, until the fall of the City itself, when priority of reconstruction was altered, and the bulk of the American Forces were transferred to Line 265, Anzio-Rome, to enable the speedy clearance of the beach head. Construction on the line north of Ortona has been almost abandoned for the time being, and the South African Railway Group were brought over from that point for the urgent reconstruction of ~~the~~ line 50, Rome-Civitaavecchia, in order that the best possible use could be made of the port. The fluctuating decision of priorities of reconstruction is entirely dependent on the lines of communication and the best means of getting supplies to the troops, but ACC must concern itself with the rehabilitation of the Railways as an industry, and consequently examination is made of lines which the military pass by, but which will doubtless be of use in the distribution of food and supply to the population, as the Italian railway system has obviously grown up through the years based on the supply demands of the country. Unfortunately for this point of view, ~~the~~ urgent Army needs often lead to complete cannibalisation, such as on the line Vairano-Venafro,

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The Rome-Civitavecchia line is open, and ACC traffic is passing by that route as port clearance. Later, the line may be of considerable use to ACC as it operates from Civitavecchia in a southwards direction, and thus will not be of immediate use for military forward requirements. It is also hoped that the Anzio-Rome line will be available, but as this line links up with the Naples-Rome west coast line at Campoleone, tonnage is likely to be restricted to *approx 1500 tons per day.*

North of Rome, ~~prospects for~~ the opening of the lines to Orte and Perugia ~~are~~ during July may prove of great help for the distribution of supplies.

So much for the forward areas, but ACC has also the be concerned with the rail routes in ~~the~~ Southern Italy. There are bottle-necks which restrict the flow of traffic, and military requirements continue to demand the movement of considerable tonnage. However, apart from the civil tonnage already agreed, we have found that the military authorities have been as helpful as possible in affording facilities for movement of supplies by military trains and when circumstances allow. In Reggio, Major Blair, the Sub-Commission representative has been sitting side by side with the organisations of the military movements, the Director General of Military Railway Services, and the Italian State Railways, and such a policy has been fully justified, for on July 3 the Reggio Calabria Division of the Italian State Railways was handed over to ACC entirely for supervision, and as it is anticipated that other such Divisions in the southern territory may follow, steps have already been taken to ensure other officers are fully trained to take up such responsibilities.

The usual meeting of the Transportation Sub-Committee was held at the

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The system of bidding, whereby in the southern territory after the allotment of long distance tonnage has taken place, local tonnage may be arranged up to the total tonnage available has continued to prove satisfactory, and the following figures are given to indicate the

tonnages conveyed

No of Bids.	Tons			
	Total	Rejected	Accepted	Foods Fuel & Petrol Misc TOTAL
588		55	533	31490 5757 6162 44409

Emergency Bids

Total	Rejected	Accepted	Foods	Fuel & Petrol	Mis	Total
85		85	3965	310	916	5191

Local Civilian Traffic within Bari Division

Tons			
Reggio Division			30,254
Grand total			20,167
			100,021

Sicily has continued to be operated under Transportation Sub Commission supervisory, and many of the normal conditions have been reached. We have interested ourselves in the provision of Boots for Sicilian Railwaymen, and are arranging a scheme for distribution in conjunction with the Under Secretary of State for Railways and Highways.

The protection of traffic passing by rail has also been the subject of attention, and this matter is in hands with the Public Safety Sub Commission, who are dealing with the question of the creation of a Railway Police Force through Governmental Decree.

On the Engineering side, a tour of inspection was made of the Sicilian Railways, with respect to permanent way conditions, which were found to be unsatisfactory, and as a result, efforts are being made to obtain the release of some 18,000 sleepers for immediate use, and a further 12,000 for the current year beginning in July. Repairs, temporary and permanent to damaged structures are proceeding, and it is anticipated that the Simento Bridge will be completed and ready for traffic by August 20. Work on the Palermo-Messina and Catania-Messina lines is

85	55	3955	310	916	519L
Petrol					
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30,254					
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On the mainland, one of the lines cannibalised for military requirements, that between Termoli and Campobasso has received attention, and negotiations for its re-building satisfactorily completed. Orders for the work to proceed have been issued, and it is hoped that site work will commence during July.

Of the bridge River Petrole (Gioia-Tauro) the last broken Reconstruction over the bridge to the north is proceeding satisfactorily. link on the coast line from Reggio to the north is proceeding satisfactorily.

COMITATO CITTADINO DI SOLIDARIETA' UMANA

arrangements having been made to secure the necessary steelwork. It is estimated that this work will be completed by the end of the year.

2. ROAD. *Since* A comprehensive scheme by the Italian State Railway has been received, translated & passed to the Director General of Military Railway Service

Cap Moretti's report. (A)

Add. The question of Rome transport and the distribution dependent on it is receiving special attention, and it is hoped that the next report will enable a complete picture to be given.

3. WATER

Remarks by Captain Glanville awaited.

Ready?

It will be of interest to note some of the information given by REGIMENT Officers serving in the field, and it is hoped to expand these items in the next monthly report.

SARDINIA

Region III

Region VIII

3. WATER

Remarks by Capt. Glenville awaited.

Ready?

W

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SARDINIA

Region III

Region VIII

5879

FRAG/nf

47/25

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

SHIPMENTS, PORTS & WAREHOUSES abridged Report for September 1944

1. SHIPMENTS

Tonnage was allotted for all available bids of ACC forecast. A 5000 ton ship was allotted for wine from Puglia. Barrel shortage will limit purely wine movements to 5000 tons a month. Centralisation of shipment bids through ACC Headquarters is a considerable handicap.

Practically no bids arrive from Sicily or Southern Regions. Existing instructions are not being followed nor chain for bids arranged. All ACC shipment bids for September were accepted by AFHQ to be carried by schooners or other ships. The specific allotment of schooner tonnage to Civil supplies is still only 15,000 tons DW of the smallest and most expensive schooners. During the month were allotted 10,000 tons DW schooners and 3500 tons coasters carrying in all 8000 tons.

2. PORTS

The port of Civitavecchia has been handed over for civil use. Rail served berths for coal and civil supply ships are being arranged. Gear for the discharge has been obtained from Army sources.

3. WAREHOUSE & FORWARDING SECTION

The above Section is being taken over by this Section of the Transportation Sub-Commission on October 1st.

5878

2418

Declassified E.O. 12356 Section 3.3/NND No. 785021

47/11

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

Copied to 246

A. P. O. 400
1 Sept, 1944

See within Subject: Monthly Report of Activities, August 1944.

To : Director, Transportation Sub-Commission, A.C.C.

(Attention: Lt. Col. L. E. Vining.)

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1. Reference your ACC/TN/47 letter of 27 July, 1944.
2. Following is report of activities during month of August, 1944:
 - (a.) 1-5 August. In office AGM Transportation, Mil. Ry Service, Rome. General transportation activities, including consideration of numbers of cars available and potential sources for additional cars.
 - (b.) 6 August. Under orders of DGMRS, departed for Reggio Calabria, Messina, and various points in Sicily for purpose of selecting cars and locomotives and arranging movement to mainland.
 - (c.) As it was impossible to obtain sufficient cars in Messina area, which was still isolated from remainder of Sicilian railway system, it was necessary to confer with I. S. Rys. officials and set up arrangements for special repair program. Shortage of lumber, nails and related materials held up work. Lumber was obtained from salvaged airplane and glider crates at Catania airport, nails and material from engineer and salvage dumps and program of some ten repaired cars per day inaugurated.
 - (d.) Contact maintained with Captain Matson, A.C.C. Th S/C representative in Sicily, who arranged certain assistance for project.
 - (e.) After project had been outlined to transfer 7 locomotives, Colonel Dougherty, AGM Transportation, M.R.S. requested two additional locomotives. These

were inspected in detail as to condition and moved to mainland.

(f.) Movement of rolling stock over Messina-Reggio ferry was delayed and several conferences with interested officers and civilians were necessary to step up rate of movement.

(g.) During course of efforts to expedite ferry movements of locomotives and cars across Straits of Messina was impressed by fact that ferry steamer "Messina", the only boat currently operable, is not in good condition. Mentioned to I.S. Ry officials and they requested assistance to have repairs to another boat advanced. Conferred with Captain, Royal Navy, in charge of Messina Naval Dockyard, who agreed to take another ferry damaged by Allied bombings in 1943, into dockyard for repairs to hull. I. S. Ry officials expressed keen appreciation of assistance afforded and stated purpose to do all possible to get boat into service before breakdown of the "Messina" leaves Sicily without ferry connection.

(h.) While at Reggio conferred with Sezzime Lavori, I.S. Railways, regarding repairs to Gio Tauro bridge, together with Major Blair, A.C.C. Tn S/C representative. Assisted in working out plans for raising blown sections of bridge.

(i.) Left Reggio 19th August, stopping at M.R.S. Rear Hq, Naples, for conference relative locomotives and cars moved from Sicily and arrived at Rome 21st August.

(j.) Engaged in miscellaneous Transportation Department work, including survey of rail routes to connection with Allied Forces now in southern France and in gathering data in operating characteristics of rail lines.

(k.) Studied car requirements for area north of present Italian battle-lines, in preparation of any sudden German retreat and considered means of supply.

(l.) Assisted I. S. Ry officer from Reggio Division, who had come to Rome to obtain some much needed materials

write Col. Brown

This matter is of great importance and the progress of repairs to the damaged ferry will be appreciated by all who are interested in the ferry.

5/9

2.420

Declassified E.O. 12356 Section 3.3/NND No. 785021

from I. S. Rys, to obtain same and arranged for movement of cars to Reggio, through Major Richardson.

(m.) Took no "days off", being continually and profitably busy at all times.


C. G. BROWN
Lieut. Colonel, A.U.S.

5875

ABRIDGED REPORT.

RAILWAYS.

1. Owing to less spectacular advances by our troops during the latter part of August the long distance between railhead and forward troops has diminished. The west coast railhead has reached Cecina, south of Leghorn. Rail line 65 has reached Arezzo, and line 87 has railheads at Bastia and Asaisi. The branch line from this route, Foligno-Ancona, entered Ancona at beginning of September, and line 86 is being extended to Marzocca. Work on the section Ortona-Ancona has commenced.

2. Authority has been given for the Italian Government to increase all fares on State and Private railways and publication of Decree is awaited.

3. In Southern Italy the Reggio Calabria Railway Division is entirely operated by Italians under the supervision of one A.C.C. Divisional Superintendent. In Naples our officer is waiting to take over.

4. An officer has been posted to Ancona, and others are being nominated for Northern Divisions as in readiness for taking over by ACC, to conform with Regional activation.

ROADS.

1. Sixteen new officers joined the Roads Section during August.

2. The Italian Government Decree standardising Road Haulage rates is operating both in King's Italy and in AMG territory.

3. E.N.A.C. is being formed, and will shortly be in operation.

4. An Italian Truck Co. is hauling from Piombino to Florence. Permission has been asked to form a Truck Battalion of at least three companies.

5. New Regional demands for transport are presenting difficulties.

6. Rome is being fed ^{by} use of civilian trucks only in conjunction

2 4 2 2

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5. New Regional demands for transport are presenting difficulties.
6. Rome is being fed ^{by} use of civilian trucks only in conjunction with Rail transport.
7. A Maintenance section is being formed, which will be responsible for maintenance of all ACC load carrying vehicles. Spare parts are materialising. The Lancia and Super garages are now both controlled by this Sub-Commission.
8. Tyres are still a problem, but information has been received that a consignment is on the way. Repair plants are operating on C-1. tyres drawn from P.B.S.

WATER.

1. Movement for ACC goods by sea is now incorporated in the overall A.F.H.Q. commitments, and not limited to what can be moved by schooners. Forecasts are required for movement a month ahead.

-2-

2. This is done by the use of a standing allotment of schooner tonnage to ACC - 27000 tons D.W. - then by additional allotment of further schooner or coaster space.
3. The new system for movement of goods by schooner under which all bids are required to come to ACC Headquarters is not sufficiently established to give a criterion of its operation.
4. Allotments of schooners for voyages are made at a daily meeting by representatives of ACC, M.E.D.B.O., and COGENA.

COAL.

1. During August several lignite mines were examined, and several will probably be restarted. One produced a fuel which will be able to replace the imported coal used at the Rome Electric plant.
2. Coal destined for the Electric plant was transferred to the gas works, which gave gas to Rome on 28th August, a month earlier than was expected.
3. The clearing of Fiumicino, as a coal discharging port, was discussed.
4. It was decided that a berth at Civitavecchia, served by rail, should be made for discharging coal to Rome.
5. Negotiations with the Ministry of Communications for the transfer of the "acceptance, discharge, and distribution" of coal and coke to the Italian Government, under ACC control, have been brought to a successful conclusion.

5878

D.S. ADAMS,
Colonel, C.E.,
Director, Tptn. S.C.

HEADQUARTERS
REGION 3, ALLIED CONTROL COMMISSION
APO 394, U.S. Army

T 37-13

4 July 44

SUBJECT: Monthly Report - Period Ending 30 June 44

TO : Transportation Sub-Commission
H.Q. Allied Control Commission.

Administration.

Staff of the Division has now been reduced to 3 Officers and 2 OR/EM, plus 4 OR/EM who supervise the maintenance of the Government vehicles used by the Ufficio Trasporti della Campania. All are very fully occupied.

General.

The past month, brilliant with military success, has added considerably to the transportation burden, which has been aggravated by :

- 1) Tyre replacements are not yet available.
- 2) Petrol shortage.
- 3) Government procrastination in publication of new freight rates.
- 4) Loss of Grade B vehicles to other Regions.

In spite of these difficulties a comparison of tonnages (approx) moved over the last three months is very gratifying.

	Rail	Road	Sea	Total
April	7799	13531	500	21830
May	14947	18535		33482
June	29842	17524	1356	48722

It must be noted that total tonnage moved is a false figure, as due to the lack of sidings, a large amount of the rail tonnage has to be carried by truck to rail.

Road Section.

The Ufficio Trasporti has continued on the up grade, although I am not satisfied with their internal administration and contemplate a change. Gross profit on the first full months working was L.2.274.833, plus payment to amortisation fund of L.617.200. As was expected there

- 2 -

is considerable difficulty in obtaining payment of the accounts, (the one exception being our most difficult customers - the Refugee Branch but these are teething troubles and are being overcome.

The loan of 100 Grade 3 and 4 British 3 tonners has proved a mixed blessing, as with continual repairs we have only been able to keep 60% on the road.

The question of spare parts for the Allied owned vehicles is still unsatisfactory and every effort is being made to overcome it. On receipt of the letter from the Deputy Director Mech. Engineering.

Rome have sunk their prejudice and have promised considerable help, 10 vehicles being at present in their shops, as against an output of nil over the last month. I can see no satisfactory alternative for a long term policy to a bulk supply being sold to the Italian administration so that they can accept entire responsibility for repairs and maintenance.

Upwards of 40 trucks have been working nightshifts to cope with the increased load, but this has been done mostly by the U.T.C., the inborn love of leisure (or idleness) of the Neapolitan being a serious obstruction to obtaining any extra work out of the civilian owned vehicles.

The experiment of withholding petrol ration cards from heavy goods vehicle owners has proved satisfactory, although I understand that the non political Directors of the Consorzio Autotrasporti, and myself are now classified by the vehicle owners as "Fascisti".

The detailed application for tyres was completed, and handed in on time.

Machinery for distribution of the tyres, if and when available has been prepared.

In general it is my opinion that crime amongst transportation personnel is on the decrease, partly because profits on nefarious transactions are reduced, and partly because a number of the delinquents are out of harm's way in the Poggio Reale. The imprisonment of two directors of a charcoal carrying firm for ten days for failing to stop one of their drivers carrying passengers has also had a chastening effect on other owners.

Rail

During the first two weeks of June, ACC traffic was very heavy with the result very few civilian bids were accepted. Tonnages bid for were as follows:

A.C.C. Traffic	29,842 Tons,	
Civilian Traffic	424 Tons	5871
A.C.C. Wagon labels issued 1890.		

Civilian bids forwarded to this office by the Capo Compartimento average about 250 weekly, consisting largely of empty wine casks, charcoal and lemons. A large proportion have now been accepted and transported.

A number of emergency requests for empty oil tankers to Reggio for refilling were accepted and despatched shortly after acceptance.

- 3 -

Other emergency requests were accepted and included in Above Totals

See.

Bids for sea movement were :

Paper	to	Palermo	100
"	"	Sardinia	15
Wax	"	Catania	100
Boxwood	"	Palermo	66

+ Export to UK

J.A.N. Giles
J.A.N. GILES,
Major.,
Regional Tptn. Officer

Copy to: Adjutant's File
Ass. Exec. Offr.

5870

2427

Declassified E.O. 12356 Section 3.3/NND No. 785021

ADVANCE
HEADQUARTERS
ALLIED COASTAL COMMISSION
Transportation Sub Commission
Coal Division
ABC 394

our Ref : ACC Tn/CD/9

Date : 5 Jul 44

TO : Transportation Sub Commission
(Main) A.C. M.C.C.

SUBJECT : Monthly Report. June 1944.

1. Outline proposals for the importation and distribution of coal and coke on a national basis together with a scheme for the collection of various requirements were submitted by the Italian Ministry of Communications. The scheme outlined was in accordance with the Coal Division's ideas and several meetings followed during which more details were discussed.

2. Briefly it is proposed that the Italian State Railways and the associated wholesale merchant groups will be in future responsible for the discharge of coal carrying steamers in ports not occupied by the Military, for the distribution within the railway system and for essential civilian requirements either direct or through wholesale merchants. In addition it is proposed that the U.S.F. will be responsible for the distribution of coal required by the Military behind army rear boundaries.

3. Agreement in principle to the scheme was obtained from the heads of services of A.A.I. and Quartermaster F.B.S. Permission was obtained from Movements A.A.I. and M.G.M.R.S. for the Italian Government organization to get its book keeping and statistical departments in order so that it could function from alongside steamer in these ports occupied by the Military and on the Railways alongside the military organization on receipt of full authority from A.F.H.2. A plan embodying the details of the above was drawn up and submitted to Economics Section for approval and transmission to A.F.H.2. In the meantime the Chief Coal Officer A.F.H.2. has been called to London for consultation.

The fall of Rome opened the way to the head office of the Italian distributing organization where "unofficial" discussions were held with the heads of the departments concerned. It is obvious that the head office who have been doing the work for many years are in a better position and could more easily carry out the plan than from an office elsewhere and it is proposed to delay its commencement until the move from Salerno and Naples is complete and communications can be established.

(2)

5. Pending authority to reestablish the Italian Government organisation arrangements have been made whereby coal under the control of Coal Section attached A.A.I. will be released to essential civil consumers. An executive instruction laying down the machinery for indenting for supplies was published by PC & MC Section

6. The supplies of coal for Rome Utilities presented a problem due to lack of rail and sea communication. Rome Region made their own arrangements with the Armies for supply to be motored temporarily for the Rome Thermal Electric Stations and a meeting is to be held early in July at A.A.I. to consider future supplies for Rome and areas further North.

G.W. Oxley
G.W. OXLEY,
Lieut Colonel,
Coal Division.

5868

2429
2600 Sec
4472
HEADQUARTERS
ALLIED CONTROL COMMISSION, REGION 6

1 July 44.

2600
TO : Transportation Sub-Commission,
Headquarters A.C.C., APO 394.

SUBJECT : Monthly Report.

REFERENCE : Tptn/1603.

1. Transmitted herewith is monthly report on
transportation for June 1944.

For the Regional Commissioner.

W.M. Spain

W.M. SPAIN.
Major AUS.

Regional Engineer Officer.



5 July 44

5867

MEMORANDUM

1st July 1944.

Subject : Transportation, Region for June 1944.

Reference : Tptn/1603.

1. General.

All of the means of Transport on Sardinia, viz; railroad, bus and shipping, operated during the month on scales limited by means available.

Registered lists of motor vehicles and coastal ships are being compiled and will be completed for our next report. More facilities for wholesale distribution of P.O.L. products to centers of retail distribution are needed economy to users for automotive, fishing, industry and agriculture.

2. Railroads.

All rail lines are in operation and are as satisfactory as conditions permit. Two ship-loads of imported coal came in during June (some 9000 tons) supplied to the Allied Garrison for Military purposes. Allotments are made to railroad as needed by the Transportation Section of A.G.S.

Conferences have been held with rail and port officers to arrange for supervision and operation of rail and port facilities if and when the present military organizations are removed.

3. Bus and Truck Traffic.

Registration of available motor vehicles is continuing slowly, apparently due to organizational difficulties in the Italian Government and instructions coming from the Italian Ministry at Salerno that differ from P.O.L. instructions that came from A.C.C. We are making an effort to clarify this situation as we insist on compliance with A.C.C. regulations at all times.

The harvest of this time is requiring a large amount of

have inspected ports on the eastern western coasts with a view to gathering information to assist in comprehending the facilities available. Undoubtedly the ~~most~~ grouping together of shores transport, the registration required, and the desire of Co-Ge-na to be helped has enabled us to relieve in some measure the congestion created by rail bottle-necks, but with limited facilities consequent upon military ~~press~~ prior demands, we have not been able to achieve all we ~~wishes~~ would like to do.

However, as military water requirements lessen, the scheme as laid down offers a satisfactory way of restoring to Italian coastal the operation of coastal shipping.

The military working of the scheme has been very satisfactory in Italy, because it has resulted in the greater use of auxiliary tonnage, and reduction to a minimum of running in ballast. It is a simple scheme which requires no expert knowledge of water movement - the local Co-ge-na representatives ties up with the local Provincial Supply Officer, gets details of requirements, and endeavours to fulfil them, at the same time advising forward his the movements of his vessels to the Co-ge-na agent at the destination in order to be ready for subsequent cargo from that point to wherever.

~~The advantages of handling over acceptable.~~
The scheme has been further advanced in Sicily, where the Chamber of Commerce have been given the duty of preliminary

examination & recommendations in regard to all cargo.

The advantages ~~to~~ of the handling of one of all points will to the Station, apart from the basic requirement of per habitation, has already become evident where all personnel have had to be reduced.

Shipments have been made to Port's such as Gallet & Anglo for heavy opened up Requis, and similar shipments will be made to other Requis established in the rear of the advance.

The problem of supplies to the forward areas is somewhat different from that in the areas where industry is already well serviced. There is a dearth of immediate transport, and the general picture of required movement has to be understood and the difficulties of achieving that movement appreciated before the most satisfactory means are found. In such cases, however, movement can provide useful auxiliary facilities to the already heavy demands for rail road

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission (Roads)
APO 394

JJC/re

30 May 1944

Monthly Report No. 1

Road Haulage Vehicles.

Considerable alterations in the allocation of vehicles have taken place during the month, owing to ~~higher authority~~ ^{being} required for the Anzio-Rome Supply line. The original plan was that AMG 5th Army were allocated the 21st & 22nd Q.M. Truck Coy (Italian), these Coys having been increased from 80 trucks to 160 trucks. The plan was that 40 of these trucks would operate in the Field and 120 would be in Rome and it was always understood that these 120 trucks would deal with the Anzio-Rome Supply line.

It was decided

On Saturday 27 May, higher authority gave the order that the above was not correct and that 100 trucks were required immediately: 67 to cover the Anzio-Rome Supply line and 33 to be allocated to Region IV. ^{It was} decided that the only way to meet this requirement was as follows:

Region III to supply 80 trucks, and 20 trucks were to be taken from the 120 in Rome.

28 x 3 ton new British trucks in the vehicle Park at Corato which had been allocated to Region II, but which had not been drawn were allocated to Region III, as an offset against the 80 taken away from them. This means that Region III have ~~lost~~ ^{lost} 52 trucks. *(in 1 month)*

(c) At the present time the exact allocation of trucks is as follows:

100 trucks - 21st & 22nd Q.M. Truck Coys (Italian)
(120 Rome Sub. Reg. later to Reg. IV, 40
A.M.G. 5th Army)
100 Gen. Tpt. Coy (Italian) A.M.G. 8th

31 was decision
On Saturday 27 May, higher authority gave the order
that the above was not correct and that 100 trucks were requi-
red immediately: 57 to cover the Anzio-Rome Supply line and
33 to be allocated to Region IV. It was ^{also} decided that the only
way to meet this requirement was as follows:
Region III to supply 30 trucks, and 20 trucks were to
be taken from the 120 in Rome.
28 x 3 ton new British trucks in the vehicle Park at
Corato which had been allocated to Region II, but which
had not been drawn were allocated to Region III, as an
offset against the 80 taken away from them. This means
that Region III have ~~lost~~ ^{lost} 52 trucks. ^{to be replaced}

(c) At the present time the exact allocation of trucks is
as follows:

160	trucks - 21st & 22nd Q.M. Truck Coys (Italian)	
	(120 Rome Sub. Reg. later to Reg. IV, 40	
	A.H.G. 5th Army)	
120	1001 Gen. Tpt. Coy (Italian) A.M.G. 8th	
	Army	
	Rome Sub-Region, later Reg. IV	
47	Region III	
117	Region II	
110	(allocated as follows:	
	55 SITA	
	55 SUBEST	
	located as follows:	
	30 Potenza	
	25 Matera	
	40 Bari	
	15 ~~Taranto~~ ^{gpc}	
119	Region V	
5	G 4 (British) for Food Sub-Comm.	
29	Region VII	
15	Displaced Persons Sub-Commission	
33	Region IV	

The total number of trucks made available by the Army Authorities at the present time is 604 ^{plus} 300 American 2 1/2 T. and 304 British 3 ton. The 1001 Gen. Tpt. Coy (Italian) - 120 trucks, is not included in these figures as this ^{unit} formed as a separate organization and not included in the 1000 trucks promised.

Of the 119 trucks in Region V, 27 were obtained from the AMG Sth Army and therefore are not included in the total of 604 and this also applies to the 5 trucks with G 4 (British) for the Food Sub-Comm.

The re-allocation of trucks, owing to the circumstances mentioned in para (2), has meant that there are only 55 trucks in the four provinces of Apulia as against the 95 originally allocated. These 55 are distributed as follows: Bari 40, Taranto 15, whereas the scheme was that there would be 40 at Bari, 25 at Taranto, 15 at Lecce, and 15 at Brindisi. It may well be that the Regional Commissioner may decide to take some trucks away from Potenza (30) and Matera (25) and allocate them to either Lecce and for Brindisi.

50 x 10 ton Fiat lorries have been promised and a signal has been received to the effect that 7 are on the way but no notification of their arrival has been received. 200 x 30 cwt ~~off~~ trucks have also been promised but there is no definite news as to when they may be expected.

L.V.
L.E. VINING

Lieut. Colonel,
Director,

Transportation Sub-Commission, ACC.

See over.

to 20 tons, 20 at Taranto, 10 at Lecce, and 10 at Brindisi.
It may well be that the Regional Commissioner may decide to
take some trucks away from Potenza (30) and Matera (25) and
allocate them to either Lecce and for Brindisi.

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nite news as to when they may be expected.

L.E. VINING
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Lieut. Colonel,

Director,

Transportation Sub-Commission, ACC.

See over.

5892

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission (Roads)
APC 394

31 May 1944

Tires & tubes.

11

During the past month the following tires and tubes were allotted from the following sources to A.C.C. for the following purposes:

No.	Size	From	Purpose	Recd.
100	(5,00 x 16)	P.B.S.	To equip Agriculture & Public Works Reg. Cars	0
100	(6,00 x 16)	Br.Ord.	same	70
285	8.25 x 20 - 10 10.50 x 20 - 40 700/775 x 20 - 60 3:50 x 19 - 100 9:75 x 20 - 40 7:00 x 18 - 25 42 x 7 1/2	Hq. A.A.I.	To have tires & tubes to exchange in connection with the operation of the Bari tire repair plant	0
485	Tires & tubes authorized. <i>285 total.</i>			Tires & tubes recd 70

12

The following tires and tubes were issued during the past month:

To Agriculture Sub-Commission to equip newly requisitioned cars in -:

Region II - 28
Region VI - 20
Region VII - 16

Total issued - 64

Balance of tires and tubes on hand - 6.

COAL DIVISION
Transportation Sub-Commission
H.Q. A.C.C.

CWC/dp

Our reference : ACC Tn/47

Date : 5 Jun 44

TO : Lt-Col L.E. Vining,
Director Transportation Sub-Commission.

SUBJECT : Monthly Report.

1. The responsibility of the Coal Division which was established on 14 May 44 as part of this Sub-Commission is :-

- (a) To draw up in conjunction with the Italian Government a controlled organization for handling and distribution of coal.
- (b) Prepare the ground for the assumption of other duties appertaining to the above which in the future may be assigned to it.

2. Preparatory discussions with representatives of the old Italian Government Coal agencies, merchants and others were held prior to a conference on the 18 May with Gen di Raimondo Under-Secretary of the Minister of Communications. There was also present representatives of Finance Sub-Commission, Military Railway Service and Italian State Railways. It was agreed that the old Railway organization could be utilised and that detailed proposals would be made.

3. Details of the previous method of the control of distribution and consumption have been examined and studied and a plan drawn up for future control.

4. Assistance has been given to the Naples group of wholesale merchants to arrange a temporary site for distribution of coal pending the return by the port authorities of those now in use by the military. A rail served site in the Via Enrico Cosenz was reconnoitered and found to be suitable. Negotiations are under way to obtain...

(b) Prepare the ground for the assumption of other duties appertaining to the above which in the future may be assigned to it.

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3. Details of the previous method of the control of distribution and consumption have been examined and studied and a plan drawn up for future control.

4. Assistance has been given to the Naples group of wholesale merchants to arrange a temporary site for distribution of coal pending the return by the port authorities of those now in use by the military. A rail served site in the Via Enrico Cosenz was reconnoitered and found to be suitable. Negotiations are under way to obtain sanction for the merchants to use it.

W. W. Oxley
C. W. OXLEY,
Lieut-Colonel,
Coal Division.

Internal Transportation Sub-Commission, ACC.,
c/o Nov & Th.,
APHA Advanced Administrative Echelon,
G.M.F.

Our reference : ACC Th/47/2

Date : 4 Jan 46.

TO : D.C.C.A.D.; H.A.; AMG. (APO 194).

SUBJECT : Reports of activities.

1. Reference your letter dated 29 Dec 45 under reference 211. No previous requests for Monthly Reports have reached this sub-Commission. The following report, therefore, deals with the period up to the end of December 45.
2. Relations between the Movement and Transportation Organisation of the Allied Military Forces and the Transportation Organisation of ACC/AMG.
 - (a) It was essential for these relations to be clearly established and defined in order
 - (i) to ensure that the transportation requirements of the Allied Military Forces were not prejudiced in any way by the operations of the AMG/ACC transportation organisation.
 - (ii) to ensure that during the periods when it was essential for the Allied Military Forces to retain complete control of the transportation facilities, the transportation requirements of AMG/ACC to meet essential civil needs were satisfied, and to enable, without delay, portions of the transportation facilities to be handed over from time to time to AMG/ACC control as soon as the Allied Military Forces had no further vital interest in them.

(b) These relations were established in principle at a meeting held at AMH on 7 Oct. 45. The meeting was attended by the

following :-

Lt. Gen. H.M. Gale	- C.A.D.
Comdr. Dick	- RV
Brig. Gen. Holmes	- WSS
Brig. D.E. Has Philipe	- G-1 (Nov & Th)
Brig. Gusterbeck	- AMG/ACC
Col. Kirkwood	- AMG/ACC
Col. Maxwell	- MDV/
Col. S.A. Fitch	- Internal Transportation
	- Sub-Commission, ACC.

and defined in order

(i) to ensure that the transportation requirements of the Allied Military Forces were not prejudiced in any way by the operations of the AMD/ACC transportation organizations.

(ii) to ensure that during the periods when it was essential for the Allied Military Forces to retain complete control of the transportation facilities, the transportation requirements of AMD/ACC to meet essential civil needs were satisfied, and to enable, without delay, portions of the transportation facilities to be handed over from time to time to AMD/ACC control as soon as the Allied Military Forces had no further vital interest in them.

(b) These relations were established in principle at a meeting held at AFHQ on 7 Oct. 43. The meeting was attended by the

following:-

- Lt. Gen. H.M. Gale - SAC
- Comdr. Dick - BN
- Brig. Gen. Holmes - HQ
- Brig. D.M. Edg. Phillips - G-4 (Mov & Tr)
- Brig. Quisenberry - AMD/ACC
- Col. Kirkwood - ASE/CC
- Col. Maxwell - HQ
- Col. S.A. Fitch - Internal Transportation
- Sub-Commission, ACC.

Effect of decisions of AFHQ meeting of 7 Oct. 43 on location of this Sub-Commission.

By these decisions this Sub-Commission was required to work in close conjunction with the Movement and Transportation organizations of the Allied Military Forces. In accordance with instructions, therefore, the chief of this Sub-Commission and a small staff proceeded from TIENTSIN to AMD/ACC on 10 Oct 43, and the remainder of the Sub-Commission proceeded from TIENTSIN on 4 Nov 43, to Advanced Administrative Echelon, AFHQ. The two Sub-Commission parties joined up in HAPLO on 18 Nov 43.

Principal Directives authorising and laying down the organization, with brief descriptions.

(a) AFHQ General Order No. 60, dated 22 Oct 43. - This makes the DPMO responsible for the rehabilitation, technical development and operation of all Italian State and privately owned railways, except for those portions which may from time to time be returned to civilian operation under the supervision of ACC. It also provides that all US Railway Service troops, the railway portion of the British Th Service and Italian railway personnel and material will be at his disposal, and will operate under his direction.

-2-

(b) AMC Administrative Memorandum No. 76, dated 6 Nov 41, - Section I deals with the respective responsibilities for the control and operation of Italian railways of (i) the movement and transportation organizations of the Allied Military Forces, including the Military Railway Service, and (ii) the transportation organizations of AMG/ACC, and defines the relations between (i) and (ii). Section II refers to inland waterways and highways (except local bus and tram services) and applies the same principles as for railways. The Memorandum gives effect to the decisions of the AMC meeting of 7 Oct 43, and requires to be read as a whole, because it is the basis of the existing organization.

(c) Advanced Administrative Echelon AME - Administrative Instructions No. 14, dated 1 Dec 43. - This sets out in greater detail the requirements of (b) above based upon experience in the field, and also sets up a Transportation Committee composed of appropriate representatives of the Allied Military Forces, AMG/ACC, and the Shipping Sub-Commission, and the Undersecretary of State for Italian Railways and Highways. The object of the Committee is to:

- (i) Provide the essential civil requirements for transportation.
- (ii) Recommend the extent to which civil requirements can be met within the limits imposed by military necessities.
- (iii) Allocate the requirements between the various means of transportation available.

The Instruction also shows the disposition and functions of AMG/ACC Transportation Officers when it has been found necessary for this Sub-Commission to attach to the more important British and U.S. Military Movement and Transportation officers throughout occupied territory.

At the first meeting of the Transportation Committee held on 11 Dec 43, it was decided to set up a Sub-Committee to deal with "bids" for transportation and matters of detail. Both Committees are now functioning and the Secretary is provided by this Sub-Commission.

Administrative Instruction No. 14 should be read as a whole.

5. Memoranda issued by this Sub-Commission. - In order to assist all concerned in ACC and AMG to secure transportation to meet essential civilian requirements it has been necessary for this Sub-Commission to circulate memoranda in amplification of Advanced Administrative Echelon AME administrative instruction No. 14 dated 6 Dec 43 as follows:-

ACC TA Memorandum No. 1 dated 10 Dec 43

ACC TA Memorandum No. 2 dated 29 Dec 43.

6. General review of experience of the organization.

(a) The organization is still "young" and has not yet got over its "teething troubles". Movements required by AMG/ACC, however, have been and are being carried out through this organization and sufficient practical experience has been gained to indicate that the system will work efficiently.

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Administrative Instruction No. 14 should be read as a whole.

5. Memoranda issued by this Sub-Commission. In order to assist all concerned in ACC and AMG to serve transportation to meet essential civilian requirements it has been necessary for this Sub-Commission to circulate memoranda in amplification of Advanced Administrative Bulletin and Administrative Instruction No. 14 dated 1 Dec 43 as follows:

ACC In Memorandum No. 1 dated 10 Dec 43
ACC In Memorandum No. 2 dated 29 Dec 43.

6.

General results of experience of the organization.

(a) The organization is still "young" and has not yet got over its "teething troubles". Movements required by AMG/ACC, however, have been and are being carried out through this organization and sufficient practical experience has been gained to indicate that the system will work efficiently. The chief difficulties at the moment result from poor communications, insufficient co-ordination of transportation requirements between the various sections of AMG/ACC, largely due to the fact that the various organizations have not yet settled down and do not understand fully the manner in which the various committees which have been set up will exercise their functions. In the latter connection the latest committee is the Central Economic Committee (Italian Mainland) established by administrative Memorandum No. 92, dated 19 Dec 43.

(b) These difficulties are regarded as temporary and great improvement is hoped for as soon as the latest re-organization of AMG/ACC has got into its stride and recovered from the inconveniences resulting from the moves from Palermo and Brindisi to Naples and Salerno.

7.

Co-operation with Transportation organisations of Operational Forces.

The closest possible contact is maintained with the appropriate branches of the Movement and Transportation organisations of the Operational Forces and with the Director General Military Railways services. The working relationship is harmonious and considerable assistance is rendered to this sub-Commission. The necessity for this sub-Commission to work in the same building as the Movement and Transportation branch of the Operational Forces is proved by experience.

8.

Specific achievements - Railways.

(a) On account of shortage of staff and equipment, and the fact that the organisations are not yet working smoothly, it is not possible to obtain a proper record of movements. The following gives some small indication of what has been and is being done.

(b) Basic schedule of trains for passenger and freight civil

marriages - mainly. This, subject to slight amendments, is shown in Appendix "A" to Minutes of Meeting of Transportation Committee on 11 Dec 43. It is being arranged in conjunction with DEAFS and Italian Undersecretary of State for Railways and Highways. Most of the trains are already running and a heavy passenger and freight traffic is being conveyed. Additional trains are run as necessary for workmen, and for essential traffic beyond the capacity of the trains in the Basic schedule.

(c) Railway services for civil mails. Facilities were offered by this sub-Commission to the Postal sub-Commission for conveyance of mails on the bi-weekly train, which is already running, between Naples, Potenza, Taranto, Brindisi, Bari, and various other intermediate stations and branch connecting services. Full advantage of the facilities will be taken by the Postal sub-Commission and mails will commence to pass on 5 Jan 44. Close contact will be maintained with Postal sub-Commission so that facilities can be extended as soon as circumstances permit.

(d) Freight movements directly arranged through this sub-Commission. From 11 December to 30 December 1943 movements affecting Regions 2 and 3, and the 15 Army Group, aggregating approximately 5500 tons were arranged. Many more movements are being fixed up.

9.

Region 1 - Sicily.

(a) The fact that Sicily is directly under AFHQ and not Advanced Administrative Echelon necessitates separate instructions being issued for that Region. As soon as it was decided to set up a Transportation Committee for the mainland and the procedure shown in Advanced Administrative Echelon Administrative Instruction No. 14 was agreed, steps were taken by this sub-Commission for a similar Committee and organisation to operate in Sicily.

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(d) Freight movements directly arranged through this Sub-Commission. From 11 December to 30 December 1943 movements affecting Regions 2 and 3, and AMG 15 Army Group, aggregating approximately 5500 tons were arranged. Many more movements are being fixed up.

Region 1 - Sicily.

(a) The fact that Sicily is directly under AMG and not Advanced Administrative Echelon necessitates separate instructions being issued for that Region. As soon as it was decided to set up a Transportation Committee for the mainland and the procedure shown in Advanced Administrative Echelon Administrative Instruction No. 14 was agreed, steps were taken by this Sub-Commission for a similar Committee and organization to operate in Sicily.

(b) The Transportation Committee is now functioning satisfactorily in Sicily and a Basic Schedule of trains sufficient for essential civil needs is in operation.

(c) The necessary steps are being taken for the transfer from AMG to AMG conditions. In this connection there is some difference of opinion regarding the number of Internal Transportation Sub-Commission officers required there under AMG conditions. A separate communication with recommendations will be sent to you if it proves impossible for this Sub-Commission to settle the matter satisfactorily.

Highway transportation to meet essential civil requirements.

(a) The general position is unsatisfactory. AMG Regions and AMG 15 Army Group have encountered great difficulties in this connection, mainly owing to lack of reliable information from Italian sources, about of suitable vehicles, and difficulties in organizing what was available owing to shortage of suitable personnel and poor communications.

-4-

(b) By arrangement with Lt. Col. Henderson of the Central Economic Committee, two qualified officers of this Sub-Commission are being given the necessary authority and facilities to conduct a thorough survey and make the necessary recommendations, the matter being treated as one of great urgency.

11.

Ports.

(a) All the important ports are still under the control of the Operational Forces. AMS/ACC have only been concerned with watching their own interests there as regards inward shipments of Civil supplies.

(b) It was always assumed by this Sub-Commission that shipping would be controlled by AMS/ACC and no difficulties were foreseen in connection with the responsibility for the internal workings of ports which was included in the functions of this Sub-Commission. Since, however, the decision was made at HQ to set up a separate Shipping Sub-Commission the question has arisen as to the which Sub-Commission under ACC conditions should be responsible for ports.

The functions of the ACC Shipping Sub-Commission had been understood to be the supervision of Italian ships and shipbuilding.

The draft of the functions of the Shipping Sub-Commission puts the control of "harbours", which is understood to embrace ports, in their functions. It is understood the purpose of this was to prevent two Sub-Commissions dealing with the Italian Ministry of Merchant Marine.

The Internal Transportation Sub-Commission considers that ports ought to remain under their supervision. Ports are regarded as primarily an internal terminal facility, bound up with railways and road transport for the delivery to and clearance from them of all goods carried by ships. In the Operational Forces set up, ports are operated and controlled by the Operational Forces. In order to have all possible information available, this Sub-Commission, by arrangement with the Shipping Sub-Commission has requested Gen. di Paimonde for details of the working of his functions at ports and a similar enquiry was to be made from Admiral Lavenex by the Shipping Sub-Commission. Replies have not yet been received.

12.

Island Liaison.

No activities in this connection have yet arisen. The Italian Undersecretary of State for Railways and Highways has stated verbally that his department is responsible for inland waterways, and on present knowledge, therefore, it is correct that the responsibility should remain included in the functions of this Sub-Commission. To make absolutely certain of the position the Italian Undersecretary of State for Railways and Highways has been requested to furnish confirmation. The reply has not yet been received.

13.

German Liaison.

(a) The personnel who are performing transportation functions in Germany were unknown to this Sub-Commission. A representative was there-

The Internal Transportation Sub-Commission considers that Ports ought to remain under their supervision. Ports are regarded as primarily an internal terminal facility, bound up with railways and road transport for the delivery to and clearance from them of all goods carried by ships. In the Operational Forces set up, Ports are operated and controlled by in and themselves, in order to have all possible information available; this sub-Commission, by arrangement with the Shipping Sub-Commission has requested Gen. di Rimondo for details of the working of his functions at Ports and a similar enquiry was to be made from Admiral Lorenz by the Shipping Sub-Commission. Replies have not yet been received.

12.

Italian Meteorology.

No activities in this connection have yet arisen. The Italian Undersecretary of State for Railways and Highways has stated verbally that his department is responsible for Italian Meteorology, and on present knowledge, therefore, it is correct that the responsibility should remain included in the functions of this Sub-Commission. To make absolutely certain of the position the Italian Undersecretary of State for Railways and Highways has been requested to furnish confirmation. The reply has not yet been received.

13.

Sardinia (Section 6).

(a) The personnel who are performing transportation functions in Sardinia were unknown to this Sub-Commission. A representative was therefore sent to make enquiries and render any assistance which might be necessary. He was instructed to remain in Sardinia if required to do so by the senior officer there. His report was to the effect that he was not required to remain and that generally speaking the transportation situation was considered to be satisfactory.

(b) Regarding the possibility of the railways being handed over to the control of AGC, the latest discussion with ENRM indicated that the Operational Forces were likely to retain complete control for some considerable time.

14.

Conclusion.

It is fully realised that what has been achieved is but a fraction of what is to be done in the future. The definite progress made, however, under rather difficult conditions, is encouraging and an effort will be spared to effect every possible improvement.

Chief of Internal Transportation Sub-Commission, AGC.
Colonel.

Copy to :- H.Q., AGC (for Capt. tone).

Internal Transportation Sub-Commission, ACC
C/o Mov & Tr.,
AFHQ Advanced Administrative Echelon,
C.M.F.

Our reference : ACC Tr/47/7
Date : 25 Jan 44

TO : HQ/ ACC,
Brindisi. (For Communications Sect.)

SUBJECT Reports (Weekly) to AFHQ

1. Reference your AG 319.1 CS/1/1 dated 19 Jan 44, received 25 Jan 44.
2. The question of the weekly reports was discussed at the AMG HQ Executive Council Meeting held 14 Jan 44. It was understood that the weekly reports would be rendered by Regions direct to AMG HQ.
3. Owing to poor communications it is recommended for consideration that the only practicable method is for the Regions to continue to render the weekly reports direct to HQ., the Sub-Commissions only being responsible for rendering Monthly Reports.

PWA
Colonel,
Chief of Internal Transportation Sub-Commission, ACC.

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20 JAN 1944

47/0

HEADQUARTERS ALLIED CONTROL COMMISSION
APO 394

LDD/hd

19 January 1944

In reply refer to:
AG 319.1
CG/1/1

Subject: Reports (Weekly) to AFHQ

To: Chief, ACC Shipping, Telecommunications & Posts, and Internal
Transportation Sub-Commissions ✓

1. Reference is made to attached copy of order AG 319.1 Hq ACC,
dated 19 January 1944, above subject.

2. With respect to such required weekly reports, it will be
appreciated if situation information from Shipping and Internal Trans-
portation Sub-Commissions is sent each week to the Communications Sec-
tion at Brindisi (Salerno after the move) in order that it can be in-
cluded in the reports due on the 7th, 14th, 21st, and 28th of each
month.

E. Henry W. Stone
EILEY W. STONE
Captain, USNR
Vice-President
Communications Section

1 Incl:
As above

58.4

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Declassified E.O. 12356 Section 3.3/NND No. 785021

COPY/nd

20 JAN 1944

HEADQUARTERS ALLIED CONTROL COMMISSION
APO 394

AJC/af

In reply
refer to: 319.1

19 January 1944

Subject: Reports to AFH.

To: Captain Stone (Col Densmore)

1. AFH have directed that, in addition to the monthly report which formed the subject of General Taylor's memorandum of 5 Jan 1944, weekly situation report also must be submitted. This will consist of a brief summary of the Commission's activities whatsoever their nature may be, political, economic or otherwise.
2. Reports will be sent to the Secretariat to arrive by the 7, 14, 21 and 28th day of each month. The reports will be coordinated and sent to AFH by cable. The following is a specimen of the type of cable which will be sent and reports to the Secretariat will be framed with this terse layout in mind.

"Sitrep period 6 to 13 Political satisfactory Region 1, prospect of turnover continues unpopular Region 2. Food arrivals have eased situation. Supply coal situation falling western part Sicily where railway service partly suspended, clothing shortages becoming acute Region 2 but recent AMCROSS supplies should ease. Crime satisfactory. Health no change. Personnel no change. Refugees satisfactory. Price tendencies no change Region 1 upward Region 2. General comments Brindisi conference 7th clarified situation regarding orders and interference by Italian Government officials. Disposal large surplus citrus fruit crops Region 1 causing anxiety owing limited export facilities."

By command of Lieutenant General MACFARLANE:

ELERY V. STONE
Captain, USNR
Acting Chief of Staff

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Declassified E.O. 12356 Section 3.3/NND No. 785021

18 JAN 1944

HEADQUARTERS ALLIED CONTROL COMMISSION
APO 394

LID/hc

In reply refer to:
C3/1/1

15 January 1944

Subject: Monthly Activities Report

To: Director Internal Transportation Sub-Commission, Adv Adm Sch
AFHQ, Naples

1. Memorandum Order (919.1) Hq Allied Control Commission, 5 January 1944, requires each section to obtain reports of activities for each sub-commission under its control. The reports will cover the activities of the previous calendar month, that is, the report due in January will cover the activities of December.

2. It is requested a report be prepared each month and submitted to the Communications Section on or before the 13th day of the month. This will require that the report for January be submitted on or before 13 February.

3. With respect to report for month of December, it is requested that you submit such report to Hq AMO Naples, if this has not already been done, with a request that it be forwarded to AFHQ. Since the December report is due at AFHQ on 18 January, say this matter be expedited.

ELLERY W. STONE
Captain, USNR
Vice-President
Communications Section

5872

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RBA/AL

47/10

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

22 August 1944.

SUBJECT: Remarks for Regional Commissioner's Meeting
of August 1944.

If Italy is to be fed, we must be able to move food supplies from surplus areas to deficit areas for distribution. The volume of this movement increases with the increase of occupied territory and is an over-load for the Rail, Highway and Schooner transport now available for its Movement.

As long as military operations in Italy continue, there will be a shortage of transport, which means that transport for both Military and Civil Supplies must be carefully rationed. A brief explanation of the Bidding System used to ration Rail Movement is desirable.

Our Sub-Commission Representative attends the A.A.I. Movement's weekly meeting at which all services "bid" for wagon space on Military Rail lines for the ensuing seven day period. He puts forward all Civil Supply requirements. Such of our traffic that is accepted by the Military, is despatched by Military trains within the period stipulated. The lines on which only Military trains operate, are East to West line, via Benevento and those North of Naples.

On other or Civilian lines we obtain fixed monthly allocation of tonnage Movement by Rail divisions. All inter-Region Civil Supply Movements come into Transportation Sub-Commission Headquarters and their Movement is allocated from the basic tonnage allotted to ACC. The balance of the tonnage available for intra-Regional Movement is then notified to the local Transportation Officer for his local Movements.

carefully rationed. A brief explanation is desirable.

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The growth of our total Rail Movements is indicated by the figure of 170 000 tons, for the month of July, as against 18000 tons for December last. This is on mainland only.

To increase Rail facilities available to us, we followed a policy of rapid rehabilitation of Rail lines in rear areas in which we have had the full cooperation of the Italian Government, the Regional Commissioners and other Officers concerned.

As an example of this work, much of which is rebuilding of masonry bridges, main-line Rail roads in Sicily have been put back into operation as fast as each section was completed and the last construction will be completed in the next few weeks, at which time all standard gauge lines in Sicily will be complete and in operation.

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The effect of this policy together with the reduction in Military traffic is indicated by the July Rail tonnage for Sicily, of a total of 104 000 tons, of which 80 000 tons was for Civil Supplies.

In the forward areas of the Armies, the Military Railway Service rapidly rebuilds the necessary Rail lines. However, with the rapid moves of our armed Forces in recent months, distances to Rail-heads have necessarily been greater with also priority of Movement for Army supply. This with increased area occupied and additional harvest requirements, has increased the demands for truck transport. With the general shortage of trucks and the heavy Military demands, our requisitions put forward months ago for some 2000 W.D. vehicles, have not been filled. Further the 1000 W.D. vehicles allocated to us in February for early delivery have been slow in reaching us and the last of them are only now arriving.

Requisitioning locally of Italian trucks always has the effect of causing their disappearance, therefore we developed early a plan for the re-activation of Motor Haulage Companies and placing the hauling on a Commercial basis under a standard tariff of rates. This policy is showing increased success and a much greater number of Civilian trucks are now coming into service; there are now some 3000 Italian Civil vehicles engaged in hauling Civil Supplies.

The Italian Government is cooperating and the standard tariff of rates worked out with them, has now been published as a decree and effective in all territory under the Italian Government. The same tariff is being supplied to Regions for application in new territory as they take it over.

In addition the Ministry of Communications of the Italian Government, has just completed the tariff of a new decree, the effect of which will be the establishment in the various Provinces of central pools into which will be grouped all Haulage Companies with their vehicles; these will operate

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In addition the Ministry of Communications of the Italian Government, has just completed the tariff of a new decree, the effect of which will be the establishment in the various Provinces of central pools into which will be grouped all Haulage Companies with their vehicles; these will operate under the uniform tariff and under control, so that Movement of priority goods, such as Food Supplies will be moved first. Once this Agency called E.N.A.C. is working efficiently, we can then hand over to it the various truck pools now operated by ACC Officers.

To meet the increasing problem of spare parts for vehicles, we have established a "parts" section with one Officer in charge and Italian assistants. Spare parts located in some 31 parts Ware-houses have been "frozen" and are being issued to meet the most urgent demands.

Tyres are a similar problem and are in extremely short supply not only in Italy, but everywhere. When we realise that in the U.S. the August quota for Commercial Tyres has been set at 60 000, and there is need of some 200 000, we will better

appreciate the extent of the shortage and why our heavy requisitions placed months ago have not been filled. We are doing the best we can, however, and have now organized and working a tyre section similar to the "parts" section.

This section has recently taken over some 500 new tyres, however, the greater number are either for motor-cycles or odd truck sizes; in addition there have been secured some 500 C-1 tyres, most of the "jeep" size. The C-1 tyres are being repaired in local plants taken under control and 200 have already been repaired and issued. We are short of inner tubes, however, a program is under way for their manufacture from limited stocks of raw materials found to be available.

Schooners and Coasters are all under centralized control of "MEMBO". The majority of these vessels are used for military traffic. Our last allotment is only 13000 D.W. tons. This allotment includes only nine (9) schooners, slightly over 100 tons, the remainder being small schooners.

In view of our serious transport needs and our responsibilities, as pointed out particularly by General Wilson this morning, it is my view that all schooners and Coasters should be made available to ACC for the Movement of Civil Supply; certainly those up to 500 tons should be made available at an early date. They should be decentralized of Movement control, so that at least all of the smaller schooners could be based on home Ports with Regional control of their Movement.

Mr. Gibson Graham, Chairman of MEMBO, is the next speaker. I am sure he will have some constructive suggestions that will be helpful to us in this matter.

In conclusion, I wish to say just a few words about our coal division. Since the last meeting, the Ministry of Communications has re-organized the former Coal organization under the Italian State Railways, in order to assume the task of the handling and distribution of coal. This will be handed

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In conclusion, I wish to say just a few words about our coal division. Since the last meeting, the Ministry of Communications has re-organised the former Coal organisation under the Italian State Railways, in order to assume the task of the handling and distribution of coal. This will be handed over to them at such time as agreed with A.T.H.Q. KX 6

Our coal division has arranged for the supply of a substantial quantity of lignite for Rome from the Mines near Grosseto. This Mine has a total capacity of some 500 tons per day and will be in operation in not more than 60 days; however, in the meantime, existing stock piles will permit our moving 450 tons per day to Rome. Fortunately this is a Rail back-haul, so that our bid for this Movement by Rail has been accepted.

In order to reach the main line, a standard gauge short line of Rail-road is being rebuilt by the Mining Company under our supervision and with our assistance.

The work is carried on with double shifts and will be completed by the 26 August; this substantial addition to the supply we are now bringing from the South, will assure Rome's Coal Supply.

D.S. ADAMS
Colonel, C.E.
Tr. Sub. Comm.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

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TRANSPORTATION SUB-DIVISION

Abridged ReportRAILWAYS

Considerable progress has again been made in forward railheads, but the rapid military advance caused a distribution problem, which could only be met by combined efforts of rail, road and water. The nature of military requirements has severely limited tonnage available for AGC on the two rail routes Naples-Rome, opened during the month, but fullest cooperation and assistance has been given by Army Movements during difficult circumstances.

In Southern Italy, Reggio Calabria Railway Division has been handed over to AGC for supervision, and plans are in hand for the training of other AGC personnel in methods of supervising Italian railroad operation, in order to facilitate conversion from purely military to civil administration. Grain traffic emanating from Waters, Potenza and Bari provinces has satisfactorily dealt with, and Naples area continued to move large tonnages, including a glut of potatoes.

Continued review of railways unused for military purposes is maintained, and experienced railway engineers are examining the feeder private railways to Rome and the railways connecting valuable lignite mines with the main railway routes. Thanks are due to the Director General of Military Railway Services for continued and ready help.

ROADS

Roads Section has reorganized and expanded to cover increasing responsibilities.

Sub-Sections have been established as follows:-

1. Administration.
2. Operations.
3. Accounting.
4. Maintenance.
5. Inspections.
6. Supply of Spare Parts.

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6. Supply of Spare Parts.
7. Tyres.

587

Transport requirements exceed availability. In February, AFHQ authorized 1000 trucks. To date, 922 have been received. In May AGC submitted a further requisition for 2000 trucks. None have yet been received.

AGC plan to use all available civil transport. Companies have been formed in most Provinces. They operate on standard Tariff Rates published by the Italian Government. Companies are charged for gasoline, oil, parts, and operating expenses, balance being credited to Company. Where military vehicles are used by Civilian Companies, same rates are charged for haulage; any excess over expenditure is credited to AGC. About 1000 trucks, civilian and military, are operating under this scheme, which is working very satisfactorily.

Spare Parts, and especially tyres, are a problem. No part of AGC requisition for tyres to AFHQ in May has yet been supplied.

- 2 -

A few miscellaneous tyres have been received, and ACC are repairing C - 1 tyres in various plants under their control. Inner tubes are urgently needed. A supply of tyres and batteries would enable ACC to place 50% more civilian transport on the road.

WATER

During July urgently needed supplies for Rome and generally increased schooner movements were made. Coasters for special goods were arranged. On July 18 a new instruction for schooners was issued by MEDSO, by which all civil bids were required at a weekly Schooner Committee Meeting. As this reversal of ACC arrangements could not be made at once, an allotment for August of 1250 d.w. tons (nearly all schooners under 50 tons) was made. These schooners to be operated by COGEMA, not under ACC supervision but to carry ACC and civil goods. As far as possible with this limitation of authority the existing scheme of ACC Tn. Shipping Memo No. 7 is being operated until September. A review of all schooner needs, Service, ACC and civil, has been ordered prior to a September allotment according to needs.

COAL

One feature of the month has been the amount of unsolicited interest taken by numerous departments in coal, although the scarcity of the commodity is not fully understood. A great deal of valuable time would be saved if applicants would adhere to the rules laid down when making application, and give in the first instance the full details required. The month opened and closed with the problem of the supply of coal for Rome, but in spite of difficulties, combined efforts enabled the Power Stations to run, although difficulties are not yet passed. Proposals to bring coal to Piumicino and Civitavecchia are being carefully developed. Plans for the repair of rail connections to Ribolla and Pietrafitta lignite lines, with their stocks of over 100 thousand tons ready to be lifted, are well in hand.

Conferences have been taken place with members of Italian State Railways in connection with plans for the taking over by them of the discharge, handling and distribution in parts of Italy and the Islands. The Government are actively considering

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D.S. ADAMS
 Colonel, C.E.
 TR. Sub-Coms.

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Tel: X7

MR. E. BARTER
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 304

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SUBJECT: Monthly Reports.

TO :	Agriculture Sub-Commission	Industry Sub-Commission
	Commerce Sub-Commission	Labour Sub-Commission
	Finance Sub-Commission	Public Works & Utilities
	Food Sub-Commission	Transportation Sub-Comm.

1. At the present time sub-commissions submit to the Economic Section by the 10th of each month, duplicate copies of the report of their activities during the previous month. A summary of the reports of all sub-commissions of ACC is then made by the EC & AG Section. This condensed report is given wide circulation.

2. In accordance with the instructions of the Acting Chief Commissioner, the monthly ACC reports will hereafter appear in two forms:

- a. The normal condensed report having a wide internal and external distribution;
- b. reports in detail by Sub-Commissions as Appendices to (a) for distribution only to AFMC (35 copies) who in turn distribute to London and Washington.

3. In future each Sub-Commission will prepare 40 mimeographed copies of the Sub-Commission's Monthly Report on Legal/Foolscap paper. These will be submitted to the Economic Section no later than 1600 hrs on the 13th of each month.

4. Each Sub-Commission will also submit at the same time two copies of an abridged report, not more than 500 words in length, which will be incorporated in the report referred to in paragraph 2 a. It is believed that Sub-Commissions will welcome this opportunity to decide exactly which aspects of their activities are given prominence in the ACC report, which is given wide circulation.

5. If Sub-Commissions have any queries as to the procedure to be adopted will they please raise them no later than 10 Aug 44 so that there will be no hitch in submitting the reports by the time stated.

W. L. Dwyer
WILLIAM O'DWYER,
Colonel, A.C.,
Vice-President,
Economic Section.

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